



Caltrans District 11

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District 11 covers a two-county region along the United States (US) border with Mexico, from coastal urban San Diego County east across the Imperial Valley to the state's border with Arizona. San Diego County (population 3,177,063) is represented by the San Diego Association of Governments (SANDAG). Imperial County (population 176,948) is one of the six counties represented by the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization, and the Imperial County Transportation Commission (ICTC).

TRUCKING

All major highways in District 11 are used for goods movement, connecting urban areas, warehousing, Port of San Diego, and international land ports of entry (POE) with interstate routes north and east.

Major East-West Routes

I-8 (from coastal San Diego to the Arizona border), SR 76, SR 78, SR 94, SR 98, SR 905 (Otay Mesa Road)

Major North-South Routes

I-5 (Mexican border north across San Diego County to entire West Coast), I-15 (to the Canadian border), I-805, SR 79, SR 86, SR 111, SR 115, SR 125, SR 163

Routes Primarily Connecting International Crossings
SR 7, SR 11 (under construction), SR 186, SR 188

Trucking Issues

- POE facilities and routes are severely congested with predicted increases in truck traffic contributing to greater delay; wait times for trucks at Otay Mesa POE can exceed two hours.
- Agreements were signed between the U.S. and Mexico (MX) to facilitate long-haul, cross-border trucking between the two countries; trade with Mexico (our second largest trading partner) will continue to increase; however, the Owner-Operator Independent Truck Association and the International Brotherhood of Teamsters have concerns over unsafe Mexican trucks.

RAIL LINES

Two Class I railroads operate in District 11: Union Pacific (UP) Railroad and BNSF Railway.

BNSF Railway and Union Pacific (UP) Railroad

- BNSF serves the Port of San Diego providing primarily automobile rail service north and south along the coast, interfacing in Los Angeles

with a primary California freight rail corridor for BNSF – the Transcontinental (Transcon) Route – eastward to Chicago, Memphis, and Kansas City.

- UP serves the Imperial Valley region near Plaster City, moving commodity, bulk, and mixed cargo eastward to Chicago, Kansas City, New Orleans, and St. Louis on the former Southern Pacific *Sunset Route*, a primary California freight rail corridor.

Short Line Railroads

Carrizo Gorge Railway, Inc. (CZRY) operates 114 miles of freight lines in California and Mexico. CZRY connects to UP and BNSF at Plaster City (Imperial County) and at San Ysidro and Tecate POE. Forty-four miles of this rail line are in MX between Tijuana and Tecate, Baja California, MX. Liquefied petroleum gas (LPG), construction products, and barley are the main commodities transported.

San Diego and Imperial Valley Railroad (SDIY) provides connections with BNSF, UP, and (in MX) CZRY. SDIY operates freight service from El Cajon to a San Diego connection with BNSF, as well as to a San Ysidro connection with CZRY. SDIY meets UP in Plaster City via the CZRY. Major commodities transported include propane, petroleum gas, corn syrup, malt, and wood pulp.

Pacific Sun Railroad (PSRR), recently formed railroad, owned by Watco, operates 62 miles of track in San Diego County. A portion (21 miles) of the track is leased from BNSF in the Escondido Subdivision between Oceanside Junction and Escondido. Interfaces and trackage rights with BNSF are at Stuart Mesa, serving customers near Escondido, Miramar, and San Onofre. PSRR transports corn, soy, lumber, plastic pellets, beer, paints, and recyclables.

SEAPORTS

Port of San Diego

- Location is approximately 96 miles southeast of Los Angeles and a few miles north of the U.S.-MX international border.
- The Port of San Diego ranks 123rd in the U.S. for total trade (imports & exports). It is one of the top 30 U.S. containership ports, bringing in nearly 3,300,000 metric tons of cargo per year, including automobiles and produce.
- Port of San Diego is the 4th largest of California's 11 public ports.
- The Port consists of one cruise terminal and two maritime cargo terminals – Tenth Avenue Marine Terminal and National City Marine Terminal (NCMT) – handle container, dry bulk, liquid bulk, refrigerated, vehicle, breakbulk, and construction project cargo.
- The Port handles containerized, roll-on/roll-off, bulk and break bulk imports and exports.
- NCMT has the highest vehicle throughput volume of auto processing facilities in California.
- Cruise lines and waterfront development are lucrative industries for the Port of San Diego.

Naval Base San Diego

- This West Coast naval “megaport” is home to one-third of the Pacific Fleet and is sometimes referred to as the 32nd Street Naval Station.
- The U.S. Navy and other military operations support a large share of the economy in District 11. The Port of San Diego serves as one of 17 “strategic ports” across the country, designated by the Defense Department to load and off load military equipment. It is the number one strategic Port on the west coast.

LAND PORTS OF ENTRY

- *Otay Mesa POE (SR 905)* is a multi-modal port of entry (commercial, non-commercial and pedestrian). The port is one of the ten busiest land ports in the country and is the busiest commercial port on the California/Baja California border, handling the second highest volume of trucks and the highest dollar volume of trade among all U.S. land ports. The POE handles approximately 1.4 million trucks and \$20+ billion worth of goods in both directions annually.
- *Otay Mesa East POE and SR 11.* A new POE project (\$722.4 million) is under construction and is scheduled to open in 2015. The project

will add border crossing capacity and includes 2.1 miles of a new, four-lane tolled highway (SR 11).

- *Tecate POE (SR 188).* Near SR 94, the POE is located in rural San Diego County and has recently been updated to process truck, pedestrian, and passenger traffic.
- *Calexico West POE (SR 111).* The most important non-commercial POE in Imperial County with significant auto and pedestrian activity. U.S. Customs and Border Protection plan to expand this POE immediately east of its current location within downtown Calexico.
- *Calexico East POE (SR 7).* Serves nearly all the international truck traffic crossings in Imperial County. SR 7, the POE access highway, was constructed in two phases in 1996 and in 2005.
- *San Ysidro POE (I-5).* Between San Diego and Tijuana, this POE is considered the busiest pedestrian gateway in the western hemisphere. The San Ysidro POE does not process commercial vehicles. This POE is undergoing a 3 phased entry expansion. Mexico completed its portion of the project in 2012. The US first phase will be completed next year. Funding for the next two phases is being sought.
- *Andrade POE (SR 186).* Is located in Imperial County, near I-8 and Yuma, Arizona, this rural POE has minimal freight.

AIR CARGO AIRPORTS

San Diego International (SAN)

- *Ranked 32th nationally for cargo (2012), carrying 115,378 metric tons of cargo per year and globally ranks 115.*
- A central location in the San Diego Harbor near downtown and adjacent residential areas severely limits expansion, and attempts at relocation have failed.
- Competition from nearby international airports (Los Angeles, Ontario, and San Bernardino) has hampered air cargo growth.

Other Airports

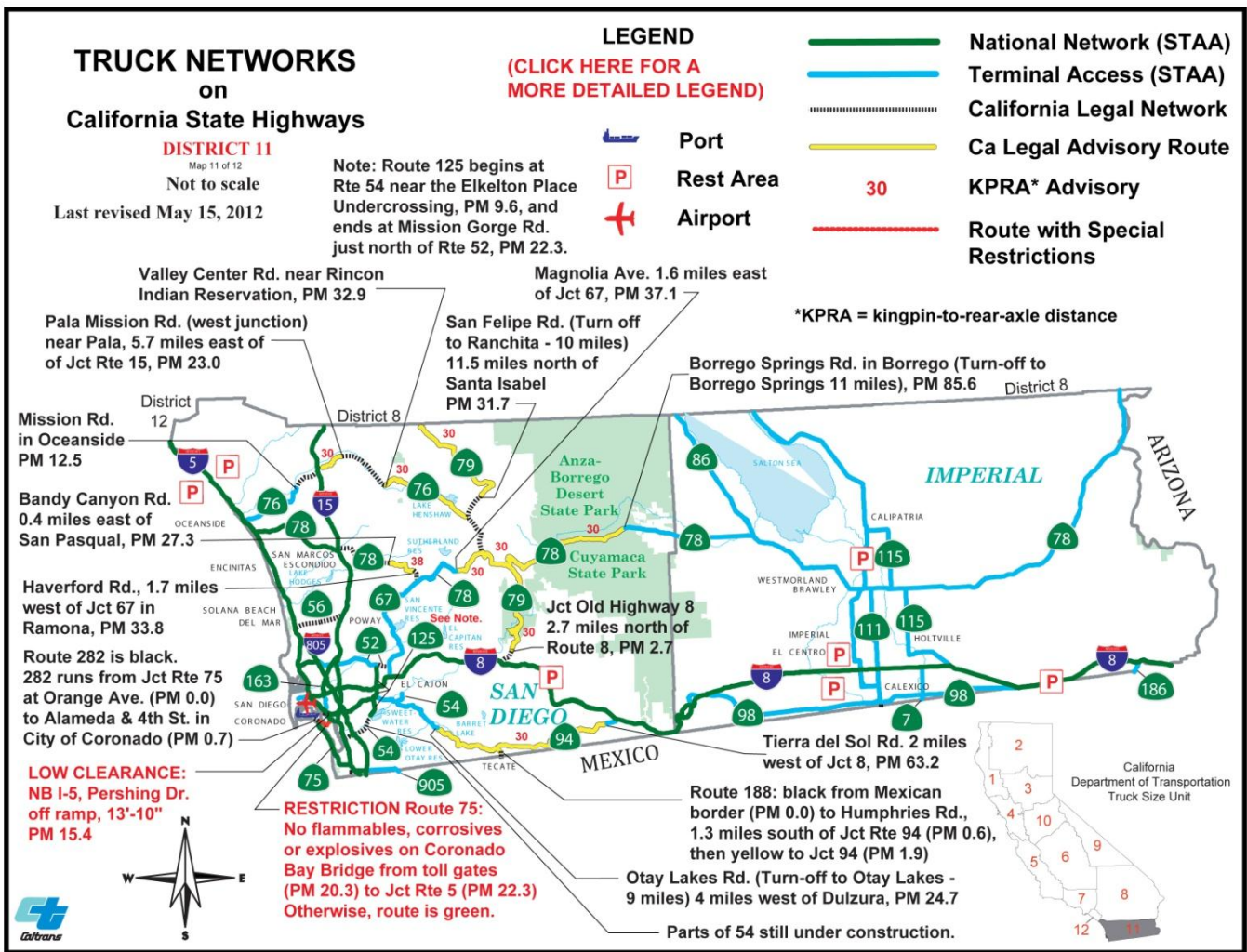
- Constrained by surrounding land uses, SAN is unable to expand its operations. The Regional Aviation Strategic Plan has championed two airports for air cargo growth in the Otay Mesa area: Brown Field Municipal and Tijuana International.
- Calexico, adjacent to SR 111 and SR 98, offers customs service near the UP Railroad and international border. Freeways are not

congested. Although not a major cargo airport, Callexico has capacity to expand.

TRADE CORRIDORS IMPROVEMENT FUND (TCIF) SUPPORTED PROJECTS

- SR 905; 6-lane freeway to serve the border Point of Entry (POE), SANDAG – *construction completed*
- SR 11/Otay Mesa East POE; SANDAG - *under construction*
- Bay Marina Drive Grade-Separated Improvements; Port of San Diego *under construction*
- 10th Avenue Grade Separation Improvements; Port of San Diego - *under construction*
- Civic Center Drive at Harbor Drive and I-15 (roadway realignments); Port of San Diego - *under construction*
- Southline Rail Improvements – Yard Expansion; SANDAG - *under construction*
- Southline Rail Improvements – Mainline Improvements; SANDAG - *under construction*
- SR 78/111 Brawley Bypass (construction of an eight-mile, four-lane divided expressway from SR-86 north of Brawley to 1.5 miles south of the eastern junction of SR-111 and SR-78 in Imperial County); Imperial Valley Association of Governments. – *construction completed*

Freight Planning Fact Sheet



SOURCES AND ADDITIONAL INFORMATION

Airport Council International – North America

California Air Resources Board and Business, Transportation & Housing Agency (Goods Movement Action Plan): <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

Caltrans Corridor Mobility website, D-11 page: <http://www.dot.ca.gov/hq/tpp/corridor-mobility/d11-page.html>.

Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>.

Future Ports: <http://www.futureports.org/>.

HDR Decisions Economics, Economic Impacts of Wait Times at the California–Mexico Border 2009 Update: <http://www.dot.ca.gov/dist11/departments/planning/pages/planningproducts.htm>.

Imperial County Transportation Commission: <http://www.imperialctc.org/>

Naval Base San Diego: <http://cnic.navy.mil/SanDiego/>.

San Diego and Imperial Valley Railroad (Genesee and Wyoming, Inc.): www.gwrr.com/
SANDAG (including Otay Mesa East):

<http://www.sandag.org/index.asp?projectid=56&fuseaction=projects.detail>.

Southern California Association of Governments (SCAG): <http://www.scag.ca.gov/goodsmove/>.

US Census: <http://quickfacts.census.gov/qfd/states/06/06025.html>